

SUNDAY CRUSADERS ADD CIGARETTES TO THEIR "DON'T" LIST

Waged Successful War to Keep
"Little White Slaver" Out
of North Dakota.

The Lord's Day Alliance which seeks Federal and State sanction for its own special process for dry cleaning the United States, is out to abolish cigarettes.

It is known the Alliance seeks to abolish boxing and Sunday movies, Sunday baseball and Sunday motorcars. What is not known—and a fact that the Lord's Day Alliance has taken care to say nothing about—is that the alliance is out to eradicate, eliminate, squish, squelch and render null and void the well known cigarette, characterized in a brochure by Uncle Henry Ford as "The Little White Slaver."

Out in North Dakota they have strict anti-cigarette laws. There was agitation there some time ago with respect to the repeal of these particular pieces of legislation and the Lord's Day Alliance, sensing a question "affecting public morals," plunged headlong into the fight to keep the little white slaver out of the State. The Alliance saw there a chance to strike a blow for decency and purity and Puritanism, "no matter what popular opinion might be."

And hence what it says of the election in North Dakota:

"While the election did not accomplish all that the advocates of an orderly Sabbath desired, yet they were able to prevent the repeal of the existing laws prohibiting the sale of cigarettes, the exhibition of Sunday movies and staging of prize fights within the State."

William H. Anderson, Superintendent of the Anti-Saloon League of New York, issued a statement in which he extended a "friendly warning" to the anti-Volstead portion of the community to the effect that if "those influences which opposed Prohibition continued to make runs enough about the Sunday question they may create a situation where even those friends of Prohibition who, as yet, are not interested in Sunday laws will become interested on the principle that anything which is sufficiently opposed to those who took the immoral end of the Prohibition question must be a good thing merely because of the character of its opponents."

Mr. Anderson wound up his statement with an afterthought of a paragraph in which he said:

"If it shall finally transpire that a large proportion of the constituency of the Anti-Saloon League lines up with an advance Sunday program,

the opponents of Prohibition will be largely to blame."

In which connection it may be recalled that the Rev. Dr. Wilbur F. Crafts, who founded the Lord's Day Alliance, wrote the Wartime Prohibition Law and probably the Eighteenth Amendment, and founded the International Reform Bureau, Inc., of Washington, which lives all reform organizations in the United States, was in 1915 listed as a member of the National Executive Committee of the Anti-Saloon League of America.

The Rev. Dr. David J. Burrell of the Marble Collegiate Church, President of the Anti-Saloon League of New York State, is one of the Board of Managers of the Lord's Day Alliance. Robert G. Davoy, special counsel of the Lord's Day Alliance, is listed in the New York Telephone Directory as "Attorney, Anti-Saloon League, 906 Broadway."

The Board of Directors of the Anti-Saloon League in a statement last evening expressed the belief that a "considerable portion of the constituency of the Anti-Saloon League as individuals" is hooked up with the proposed restrictive Sunday legislation. What the Anti-Saloon League objects to, they declared, is being linked, as a league, with the blue law agitation. Its members may be advocates of a blue law crusade but the league as a league, the Board of Directors say, wants to keep out of it altogether and doesn't want people saying: "Look what the Anti-Saloon League is doing now."

The Rev. John Ferguson, State Superintendent of the Lord's Day Alliance, was told that the Rev. William T. Manning, rector of Trinity church, had said in a sermon last Sunday that not only does he believe in Sunday sports but that the clergy should encourage them by taking part in them and that he himself had attended ball games on Sunday.

"Dr. Manning should know that any such example as that leads downward," said Dr. Ferguson. "If Dr. Manning goes to ball games on Sunday, the layman will say he is justified in doing something worse. The Scriptures say: 'Like people, like priests.' The clergy should set a high standard."

Asked if he did not think that Supt. Anderson's statement indicated that Anti-Saloon League leaders were working side by side with restrictive Sunday law agitators, Dr. Ferguson replied:

"Of course. The same moral forces back of Prohibition are working for proper observance of the Lord's Day."

Dr. Ferguson was asked whether he believed one should be compelled to devote his Sunday to moral improvement.

"Well," he replied, "you take a boy. A boy likes to go to a ball game. If he passes a ball game on Sunday it is likely he will go to it. If there were no game, the boy could not go to it. You see what I mean?"

COMMODORE E. C. BENEDICT'S WILL IS FILED IN GREENWICH. GREENWICH, Conn., Dec. 1.—The will of Commodore E. C. Benedict was filed in the Probate Court yesterday. Application for probate is made by Frank S. Hastings, Martin J. Quinn and Luke Vincent Lockwood, said to be the executors and trustees named in the will. Judge Stephen L. Radford has ordered a hearing Dec. 9 at 10 o'clock in the forenoon. Lockwood, Hill & Redfield of No. 35 Nassau Street, New York City, are counsel for the estate. Under the rules of the Probate Court here a will is not made public until it is admitted to probate.

NATIONAL AUTO SHOW WILL BREAK FORMER RECORDS

More Than 350 Passenger
Cars as Well as Hundreds of
Accessories Will Be on
Exhibition.

Though it had been announced two weeks ago that every bit of space for the Twenty-first National Automobile Show had been allotted, S. A. Miles had his engineers go over Grand Central Palace again last week and the result was that accommodations for two more car manufacturers were discovered. This brings the total of exhibitors for the display which will be held Jan. 8 to 15, up to eighty-eight. This not only sets a new record, but proves the trade in general is taking a very optimistic view of the future. As usual the show will be held under the auspices of the National Automobile Chamber of Commerce, Inc.

Some idea of the interest in the national motor car exhibitions this year can be had from a statement by Mr. Miles, general manager. Mr. Miles says that the applications for exhibitors' invitations received thus far show an increase of approximately 50 per cent. over last year.

One of the features of the show will be the appearance of ten makes of cars which have never been shown at the New York show.

With a total of eighty-eight manufacturers exhibiting there will be more than 350 passenger cars shown in the Palace. This means the widest range of automobiles ever shown under one roof will be on exhibition. And one factor that will appeal to the public is that every car on exhibition will bear the "Made in America" label. In other words the Twenty-first National Automobile Show will be a representative showing of the third industry in the United States.

The number of accessories to be shown at the coming exhibitions will also break all records. These accessory displays always attract, for there are many new inventions constantly making their appearance, and automobilists spend a lot of time at the shows looking at these features.

REVEALS MAIL LOOT CACHE.

OMAHA, Dec. 1.—Postal Inspector W. M. Coble of Omaha announced yesterday that Keith Collins, returned from Oklahoma to Council Bluffs last night in connection with the mail car robbery in the latter city Nov. 13, had been the executor of a mail car robbery in Council Bluffs where \$23,800 of the loot taken from the train was recovered. Recovery of this sum, Mr. Coble said, accounts for \$50,000 taken, the only known shipment of cash on the train. According to Mr. Coble, Collins had \$500 when he was arrested.

ALL LARGE CITIES ARE NOW RAPIDLY BEING MOTORIZED

N. Y. City Has 295 Passenger
Cars and 438 Trucks in Use
in Thirteen Departments.

Ten thousand cars and trucks are serving American City Governments. Motor equipment is being increasingly provided for health, police, school and other municipal departments. Governmental efficiency is thereby doubled in certain lines of work, according to the Street Commissioner of Buffalo. R. B. Rankin, Municipal Librarian of New York, reports a total of 295 passenger cars and 438 trucks in use by thirteen departments of the metropolis.

Compiled figures from the Mayor's offices of cities throughout the Union show nearly 5,000 passenger cars in use. Less complete returns indicate an approximately equal number of trucks. Where these are reported the average of commercial and passenger vehicles runs about the same.

Los Angeles leads the list of cities having cars with a total of 370. In this respect she is the banner city of the banner State. San Francisco has 347, Oakland 76, Pasadena 37, Glendale 19.

New York is a ranking State with 295 cars in the metropolis, 124 in the Rochester Government, 76 in Buffalo and 23 in Yonkers.

The "Hub of the universe," Boston, is turning on a motorized axle, listing 119 automobiles, well in the lead of Springfield with 47, Worcester with 24, Lynn having 23 and six more Bay State cities ranking in the dozen-car class.

MICHIGAN CITIES RANK HIGH AS MOTOR CENTRES.

Four cities of Michigan strengthen her claim to be the motor centre of the United States. Detroit officials use 215 cars, Grand Rapids 60, Lansing 25 and Jackson 17. No reports have been received from Flint.

An index of the commercial progress of the South is seen in the 51 cars owned by the City of Louisville, and in Georgia, where Atlanta has 44 municipal cars, Savannah 21, Macon 14 and Augusta 9.

Philadelphia is the bellwether of its State with 200 passenger cars, but Pittsburgh limps along in second place with only 44.

This roll call of municipalities has been conducted recently by the National Automobile Chamber of Commerce. There are only two or three large absentees, from which data was not obtainable on a written request to the Mayor's office.

The ranking cities in relation to their car ownership are:

Passenger Cars.
Los Angeles 370
Detroit 315
New York 295
Philadelphia 200
Rochester 124
Boston 119
San Francisco 104
Louisville 81
St. Louis 76
Akron 62
Columbus 52
Among the large truck owners are New York 438, Detroit 206, Salt Lake City 47, Pasadena 45, Worcester 34 and Glendale 24.

Especially important in motorized equipment is the fire apparatus. In practically every city the Fire Department has at least one motorized engine; and a Chief's car, either publicly or privately owned.

In some of the cities the figures include vehicles for which transportation costs are paid while in the use of the city, though the car may be privately owned.

The widespread practice of motorizing the city departments is accounted for in the following quotation from the Street Commissioner of Buffalo: "We have eight roadsters which are used by our Superintendents. If we did not have these automobiles it would necessitate practically doubling the number of Superintendents and foremen to supervise the work."

BATTERIES REQUIRE FREQUENT TESTING

Short days remind one that it is necessary to test the storage battery occasionally with a hydrometer to see that it is being kept properly charged. Greater demands are made upon the battery during the fall and winter because it is necessary to burn the lights earlier and later. It also takes a little longer every time to start the motor. The battery is not quite as efficient in cold weather as in warm, since heat is an aid to the chemical reaction which takes place within the battery.

It may be necessary to remove the battery and have it properly charged occasionally from an outside source, according to H. Clifford Brokaw, of West Side Y. M. C. A. auto school. It usually may be boosted enough over night so that it is not necessary to lay the car up. With most cars it will be found necessary to do this once a month during the winter. Care should also be taken to see that the battery is not in danger of freezing. If stored in a cold garage the battery should be taken into a warm room over night. Acid, however, does not freeze as readily as water.

ROADS TO FLORIDA IN GOOD CONDITION

In line with its policy of giving the motoring public the benefit of the very latest touring conditions in all sections of the country, the Touring Bureau of the American Automobile Association has just announced the publication of a series of motor trips maps covering in detail the most popular routes from New York to Florida. Each map covers about 100 miles of the route.

As to the actual route itself there is no doubt that the best way to reach Florida this season is over the Rock-Highway from Washington to Atlanta. Many motorists do not run all the way to Atlanta, however, but branch off at Athens and continue south to Macon from which point the Dixie Highway is followed either direct to Jacksonville or else via Thomasville and Lake City to points in the central and western part of Florida.

No one need hesitate to start on such a tour because during the last two or three years the various southern States have awakened to the advantages of better roads, and already millions of dollars have been spent in improving the main lines of traffic, particularly those which are most used by tourists from the North.

Many of the worst stretches have now been permanently paved with macadam or concrete and practically all roads have been eliminated by the construction of permanent concrete bridges and culverts.

BOY-ROBBER KILLED BY COP.

David Slavic, seventeen-year-old burglar, who lives at No. 3781 Eighth Avenue, died in the French Hospital last night of a wound received when he was shot by Patrolman Joseph Smith of the West 37th Street Station, after the policeman had caught the boy and two others in the act of robbing a store at 42d Street and Eighth Avenue early yesterday morning.

WESTCHESTER NOTES.

Mr. and Mrs. Samuel Masters of Fishers Avenue, White Plains, have as their guest Mrs. Stanley Van Wart of Washington.

Commissioner of Jurors Paul Cabies has been ill for several days.

Mr. and Mrs. A. Dickie of Post Road, White Plains, had as their guests this week Mr. and Mrs. Fred Miller of Boston.

Dr. and Mrs. L. E. Dickinson of Osborne Street, White Plains, have returned from a visit at Redbank, N. J.

James Greenwald of Tuckahoe and Leon St. C. Dick of Mount Vernon are on a hunting trip in North Carolina.

City Marshal James Fife of Mount Vernon, who has been ill for several days, is out.

Harry McMahon of Boston is visiting friends in Mount Vernon.

Miss Mabel Hill of South Sixth Avenue, Mount Vernon, who has been sick only ill for several weeks, has recovered.

Miss Margaret Estee of Summit Avenue, Mount Vernon, is entertaining Mrs. Bishop White of Hartford.

Mrs. Louis Stone of Ellison Avenue, Bronxville, has returned from a trip to Memphis, Tenn.

Mr. and Mrs. J. E. Carpenter of Southampton, Conn., who have been visiting at the home of Mr. and Mrs. William Flinn at Bronxville, have returned home.

Mrs. Philip Carpenter of Pelham Manor has been entertaining Dr. and Mrs. Lewis Hallock of Portland, Me.

Miss Winifred Newcomb of Tompkins Road, Scarsdale, has returned from a visit to Annapolis, Md.

Herbert D. Lent and Harry V. Morgan of Mount Vernon, two members of the Westchester Bar Association, are on a hunting trip in Maryland.

Widow's Right Is Upheld.

Surrogate Slater of Westchester County, in a decision rendered to-day, holds that Anna Seymour of Somers is the legal widow of John D. Seymour, and entitled to her share of his estate.

She was named administratrix after Seymour's death in October, 1918, as relatives of the husband in seeking her removal denied she was legally married to him.

Again we beat 'em all!

To present and future Lexington Owners:

We Supply You a Car whenever yours is in our Service Station

WHEN a Lexington owner delivers his car at our service station, we deliver him one of our cars to use as his own until we 'phone him that his car is again in perfect condition.

Statistics kept in our service station for four years conclusively show that we can conservatively make this astounding service offer, which gives a Lexington owner the absolute certainty of the undisturbed use of his automobile for 365 days in the year.

This amazing plan is made possible solely because the Lexington chassis gives less trouble than any other. It is not possible, however, for any car, great as it may be, to work 365 days a year without attention. Nor is an owner always fortunate enough to ride steadily without accident.

Think What It Means!

No interrupted service, no postponed appointments, no depending on train schedules, no business delays, no inconvenience, but that confidence which makes your motor car both a pleasure and reliable business asset.

Come in and inspect the open and closed models of the Champion of the Highway—winner of the Norfolk Gasoline Economy Contest, Lexington Special Pike's Peak Hill Climb Victory, and our \$5,000 Open Challenge.

THE LEXINGTON MOTOR COMPANY of NEW YORK, Inc.

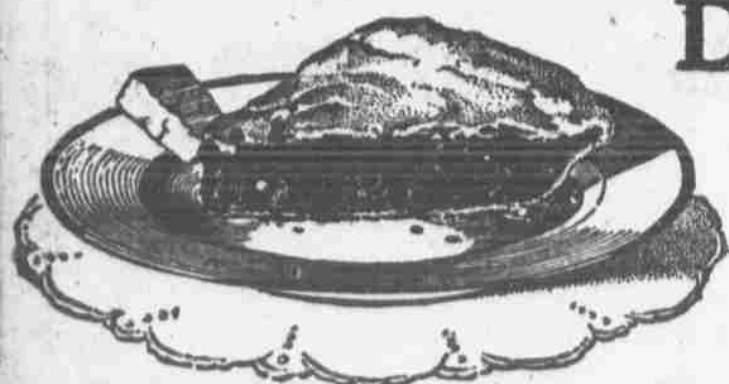
New York
Broadway, Cor. 61st Street

Brooklyn
Bedford Ave., Cor. Eastern Parkway

Lexington

MINUTE MAN SIX

TO-MORROW THURSDAY IS NONE SUCH MINCE PIE DAY



TO-MORROW
hundreds of thousands of families the country over will enjoy None Such Mince Pie.

If your family hasn't followed this national custom ask your baker to send you a None Such Mince Pie for your dinner to-morrow.

Your baker specializes on None Such Mince Pies for Thursday.

Look for this Sign

